

## NEW PUBLICATIONS.

## A NEW GERMAN OPERA.

**MATASWINTHA.** Oper in drei Aufzügen. Text nach Felix Dahn's "Ein Kampf um Rom," von Dr. Ernst Koppel, Musik von Xavier Schirmer. Leipzig: Breitkopf und Härtel.

This is the grand opera which Xavier Schirmer completed last year, and of which he produced two numbers at the concert with which he introduced himself to New-York two years ago. The famous Leipzig publishers who have printed the pianoforte score have given the book an attractive form and the engraved pages are notable for clearness and elegance. "Mataswinta" is an opera rather than a lyric drama, though far removed from the opera of fifty years ago. Its model might be said to be "Lohengrin," or the more recent works of Gounod. By this is meant that it is not built up in the manner introduced by Wagner in his last period, nor yet does it sacrifice dramatic feeling to form as the old operas do. In its score the device of typical phrases is used, but there is yet a great deal of independent melody and an effort which a simple reading would seem to set down as decidedly successful to give the music an energetic and rugged character in keeping with the story of the drama. Its book is thoroughly excellent from a literary point of view, but we should imagine somewhat disappointing from a dramatic. By this is meant that the verifications are fluent without being commonplace, the variety of emotion such as to provide the composer with those contrasts which are essential to him, but there is a paucity of action which will prevent the work taking a place among the musical dramas of to-day. The white-clothed crew were hard at work getting stores aboard, and a number of spectators stood on the end of the wharf looking on. The hen-coops, containing a number of freshly-hatched chickens and ducks, were sent up the water-pipe taken aboard for the filling of the water-tanks. From the amount of water taken aboard, New-York yachtmen must drink that fluid much more extensively than those of this vicinity. The two tanks were filled, the six large breakers which were stowed in the life-boat, and all the cook's cans and buckets, while the crew took a drink all round, to be prepared for emergencies.

The instant that the last can was filled Mr. Carroll turned to the captain and said, "Cast off." The crew sprang to their work, the lines were rapidly cast off, and in tow of the tug Peter B. Bradley, with the private signal of the owner fluttering at the top mast-head, the Navahoe started again on her long voyage across the Atlantic. Mrs. Carroll, who had remained below while the yacht lay at the wharf, came on deck as she swam out into the stream, and in company with the rest of the passengers, stood looking back at the wharf. The yacht swam slowly round till her head pointed down the harbor; the tug steamed ahead with the line, and the voyage was begun. The yacht looks well. No signs of her disaster are visible, except the new stanch and the fresh paint over the bowplates. She proceeded under way until outside of Boston Light, when the tug left her.

## THE NAVAHOE RESUMES HER VOYAGE.

MR. CARROLL'S YACHT SAILS FROM BOSTON FOR HER TRANSLANTIC VOYAGE.

Boston, June 21 (special).—At half past 12 o'clock today Mr. Carroll's eighty-five-ton yacht Navahoe left the wharf at the Atlantic Works, where she has been lying, and resumed her interrupted voyage to English waters, where she is to compete for glory and cups with the flots of the United Kingdom. It might have been expected that Boston yachtsmen would have given her some kind of a "send-off" on this trip, or at least appeared to wish Mr. Carroll a good voyage, and a acknowledgment of the evil fortune which has pursued him, but nothing of the kind occurred. A few of his personal friends were on hand and accompanied him down the harbor to come back on the tug, but that was all. Although quite a crowd was collected at the end of the wharf to see her go, no one cheered or even waved a hat, and so far as any patriotic enthusiasm went the Navahoe might have been going for an afternoon run up the coast.

The wharf at the Atlantic Works was a busy scene this morning. The workmen of the company were still at work on the Navahoe's decks, fitting chairs to the life-boats and tender, which had been injured in the collision. The white-clothed crew were hard at work getting stores aboard, and a number of spectators stood on the end of the wharf looking on. The hen-coops, containing a number of freshly-hatched chickens and ducks, were sent up the water-pipe taken aboard for the filling of the water-tanks. From the amount of water taken aboard, New-York yachtmen must drink that fluid much more extensively than those of this vicinity. The two tanks were filled, the six large breakers which were stowed in the life-boat, and all the cook's cans and buckets, while the crew took a drink all round, to be prepared for emergencies.

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